



NISSAN NORTH AMERICA, INC.

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February 10, 2015

Ms. Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attn: Recall Management Division (NVS-215)
Room W48-302
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Madam:

We are transmitting the enclosed amended Defect Information Report in accordance with 49 CFR Part 573. This report amends the one submitted on January 28, 2015 with a chronology of principle events and additional information regarding the vehicles potentially involved.

A voluntary recall campaign will be initiated and your office provided with the notices. Dealers were notified on January 28, 2015 and owners will be notified within 60 days from initial DIR submission. We will not include information in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy as these vehicles are covered under warranty.

Very truly,

A handwritten signature in blue ink, appearing to read "Donald Neff", is written over the typed name.

Donald Neff
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan North America, Inc.

2. Vehicles Potentially Involved:

Certain vehicles, equipped with the power tilt/telescope option included in the premium package, listed in the table below:

<u>Model</u>	<u>Dates of Manufacture</u>
MY 2008 Infiniti EX35	June 29, 2007 (SOP) – April 25, 2008
MY 2009 Infiniti FX35/45	October 31, 2007 (SOP) – April 16, 2008
MY 2009 Nissan GT-R	March 14, 2007 (SOP) – April 25, 2008

No other Nissan or Infiniti vehicles are affected because the subject steering column is only used in the above vehicles equipped with a power tilt/telescope feature. EX35 models that are not equipped with the premium package are unaffected by this issue.

The vehicle population was determined based on supplier manufacturing issue, described in greater detail in Section 5 below.

The steering column assembly supplier and the country of origin are:

Fuji Kiko Co.,Ltd.
3131 Washizu Kosai-Shi
Shizuoka, Japan
Zip: 431-0431
Phone: 053-575-2742

3. Total Number of Vehicles Potentially Involved:

Approximately 16,973 vehicles may be affected.

<u>Model</u>	<u>Total Number of Vehicles</u>
MY 2008 Infiniti EX35	15,647
MY 2009 Infiniti FX35/45	1,100
MY 2009 Nissan GT-R	226

4. Percentage of Vehicles Estimated to Actually Contain the Defect:

Unknown

5. Description of the Defect:

Due to a supplier manufacturing issue, the steering column outer tube on some of the potentially affected vehicles may have been manufactured out of specification (out-of-round). This may cause stress to occur at the upper bearing (Figure 1). In rare instances, this stress may cause the bearing retainer to fracture (Figure 2) and lead to excessive play in the steering wheel. In some extreme cases where excessive force is applied axially to pull the steering wheel towards the driver, the column may separate and lead to loss of steering, potentially causing loss of vehicle control; increasing a risk of a crash.

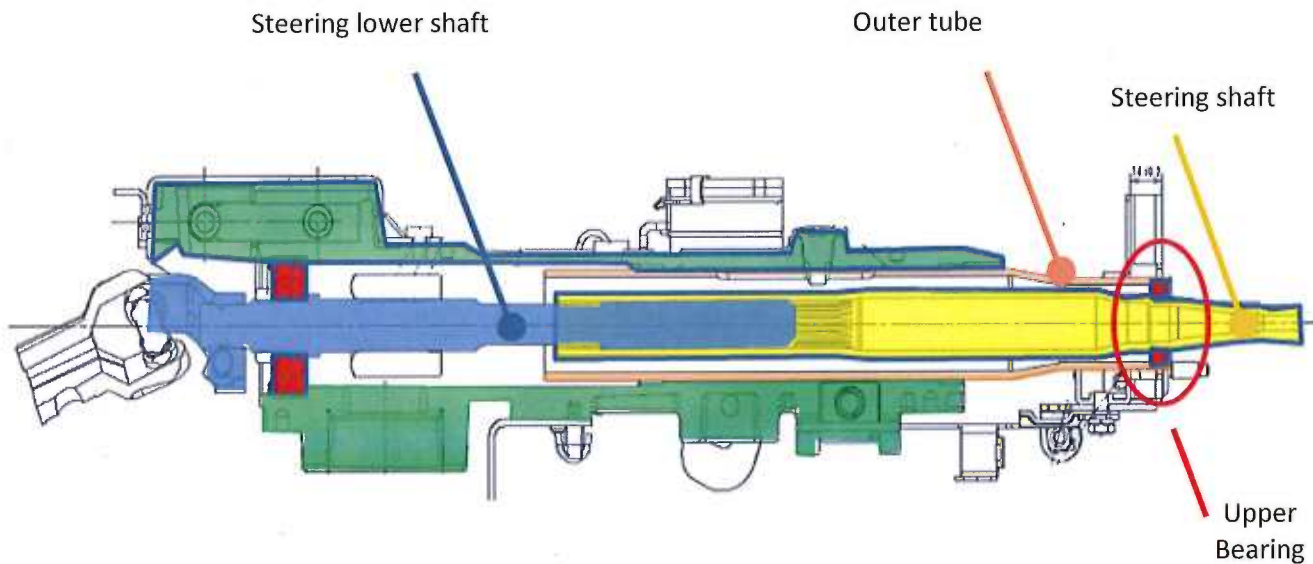


Figure 1 – Steering column (Side View)

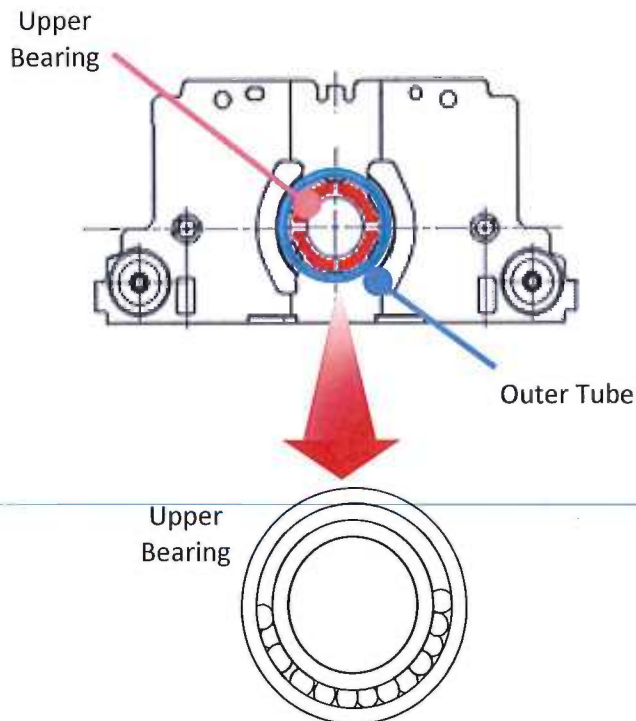


Figure 2 – Steering column Cross Section/Upper Bearing & Bearing Retainer

6. Chronology of Principal Events:

On September 2, 2014, Nissan began an investigation of an incident involving an alleged steering failure on an Infiniti EX vehicle.

September 2014 through October 2014 – Nissan analyzed the incident part. Analysis of the incident part indicated a failure of the upper bearing, which led to eventual steering failure. Nissan also began conducting root cause analysis and studied supplier production data.

November 2014 through December 2014 – The supplier data analysis showed that the supplier made a routine production quality improvement in April 2008 to help maintain outer tube roundness specification. At the time of this change, it was deemed insignificant and of no impact on steering assembly performance. However, subsequent investigation showed that a small percentage of parts manufactured before this production quality improvement could have been manufactured below the outer tube roundness specification which could create concentrated stress on the upper bearing over time. If the bearing fails, the driver will notice obvious additional steering wheel play.

November 4, 2014 – NHTSA opened the Preliminary Evaluation (PE) PE14-034 for the subject condition and vehicles as Nissan was already in the process of investigating the subject issue.

December 2014 through January 2014 – Nissan began to review field data to determine if any other vehicles experienced a similar issue, and what other vehicles were equipped with the same steering assembly components manufactured in the same facility. Nissan also continued field data analysis and identified four incidents and sixteen warranty claims relating to Infiniti EX vehicles possibly attributable to the subject issue (details are in the response to PE14-034). None of these incidents resulted in any injuries.

January 22, 2015 - Nissan determined that a safety related defect exists and that a recall campaign should be conducted.

January 30, 2015 – Nissan submitted a response to the NHTSA PE.

7. Description of Corrective Action:

Owners of all potentially affected vehicles will be notified to take their vehicle to a Nissan dealer. The dealers will replace the steering shaft on EX35 and FX35/45 models. The entire steering column assembly will be replaced on GT-R models.

8. Copy of Notices:

Copies of all notices will be provided to NHTSA as they become available.